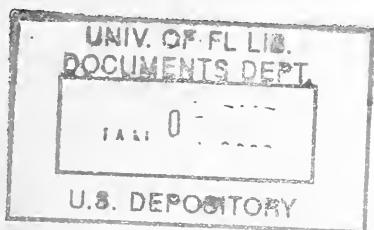


NATIONAL RECOVERY ADMINISTRATION

AMENDMENT TO
CODE OF FAIR COMPETITION
FOR THE
RAILWAY CAR BUILDING
INDUSTRY

AS APPROVED ON APRIL 2, 1934



UNITED STATES
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AMENDMENT TO CODE OF FAIR COMPETITION

FOR THE

RAILWAY CAR BUILDING INDUSTRY

As Approved on April 2, 1934

ORDER

MODIFICATION OF CODE OF FAIR COMPETITION FOR THE RAILWAY CAR
BUILDING INDUSTRY

The Code of Fair Competition for the Railway Car Building Industry having been approved in my Order of February 16, 1934 subject to certain conditions, and

Whereas, the Code Committee of the American Railway Car Institute on behalf of the Railway Car Building Industry have recommended to me that the condition of my said Order of approval modifying the definition of the Railway Car Building Industry as defined in Article II of the Code of Fair Competition for the Railway Car Building Industry be modified to read:

“The term ‘Railway Car Building Industry’, or ‘Industry’, means and includes the manufacturing or building for sale and selling or commercially repairing within the United States of (a) passenger, freight, tank, service and maintenance cars of every kind (including trackless and other trolley cars), however drawn, operated or propelled, used on and/or in the operation and/or maintenance of steam and/or electric railways and/or trolley lines or any of such cars, (b) component parts and accessories fabricated, processed or assembled by a builder of cars and used by said builder in the assembly of the finished products described in (a) of this paragraph, and (c) finished and semifinished component, repair and replacement parts especially fabricated, processed or assembled for use in or on the cars of the kinds herein described and sold as such except when such parts are included as such in the definition of another industry and are to be manufactured and sold under the approved code of such other industry; but specifically including (d) railway car parts and appliances otherwise within the scope of the Railway Car Appliances Industry as defined in the Code for that Industry as approved February 9, 1934 when manufactured and sold by car builders.”

“The term ‘products of the Industry’ means and includes (a) passenger, freight, tank, service and maintenance cars of every kind (including trackless and other trolley cars), however drawn, operated

or propelled, used on and/or in the operation and/or maintenance of steam and/or electric railways and/or trolley lines, or any of such cars, (b) component parts and accessories fabricated, processed or assembled by a builder of cars and used by said builder in the assembly of the finished products described in (a) of this paragraph and/or (c) finished and semi-finished component, repair and replacement parts especially fabricated, processed or assembled for use in or on cars of the kinds herein described and sold as such except when such parts are included as such in the definition of another industry and are to be manufactured and sold under the approved code of such other industry; but specifically including (d) railway car parts and appliances otherwise within the scope of the Railway Car Appliances Industry as defined in the Code for that Industry as approved February 9, 1934 when manufactured and sold by car builders."

And Whereas, said definition of the Railway Car Building Industry is acceptable to me.

NOW, THEREFORE, on behalf of the President of the United States, I, Hugh S. Johnson, Administrator for Industrial Recovery, pursuant to the authority vested in me by Executive Orders of the President including Executive Order No. 6543-A dated December 30, 1933, and otherwise; do hereby order that the said condition contained in my Order of Approval of the Code of Fair Competition for the Railway Car Building Industry be and it is hereby modified to read as follows:

"The term 'Railway Car Building Industry,' or 'Industry,' means and includes the manufacturing or building for sale and selling or commercially repairing within the United States of (a) passenger, freight, tank, service and maintenance cars of every kind (including trackless and other trolley cars), however drawn, operated or propelled, used on and/or in the operation and/or maintenance of steam and/or electric railways and/or trolley lines or any of such cars, (b) component parts and accessories fabricated, processed or assembled by a builder of cars and used by said builder in the assembly of the finished products described in (a) of this paragraph, and (c) finished and semi-finished components, repair and replacement parts especially fabricated, processed or assembled for use in or on the cars of the kinds herein described and sold as such except when such parts are included as such in the definition of another industry and are to be manufactured and sold under the approved code of such other industry; but specifically including (d) railway car parts and appliances otherwise within the scope of the Railway Car Appliances Industry as defined in the code for that Industry as approved February 9, 1934 when manufactured and sold by car builders."

"The term 'Products of the Industry' means and includes (a) passenger, freight, tank, service and maintenance cars of every kind (including trackless and other trolley cars), however drawn, operated or propelled, used on and/or in the operation and/or maintenance of steam and/or electric railways and/or trolley lines, or any of such cars, (b) component parts and accessories fabricated, processed or assembled by a builder of cars and used by said builder in the assembly of the finished products described in (a) of this paragraph, and/or (c) finished and semi-finished component, repair

and replacement parts especially fabricated, processed or assembled for use in or on cars of the kinds herein described and sold as such except when such parts are included as such in the definition of another industry and are to be manufactured and sold under the approved code of such other industry; but specifically including (d) railway car parts and appliances otherwise within the scope of the Railway Car Appliances Industry as defined in the Code for that industry as approved February 9, 1934 when manufactured and sold by car builders."

Provided, however, that this modification shall in no wise alter my Order of approval of the Code of Fair Competition for the Railway Car Building Industry dated February 16, 1934, and the conditions attached thereto except as concerns the definition of the Railway Car Building Industry and the definition of Products of the Industry and this Order shall be effective immediately and remain in effect unless good cause to the contrary is shown me within fifteen (15) days of this date and a subsequent Order is issued by me modifying or altering this Order.

HUGH S. JOHNSON,
Administrator for Industrial Recovery.

Approval recommended:

A. R. GLANCY,
Division Administrator.

WASHINGTON, D.C.,
April 2, 1934.

REPORT TO THE PRESIDENT

The PRESIDENT,
The White House.

SIR: This is a report on the Modification of the Order approving the Code of Fair Competition for the Railway Car Building Industry, upon which Public Hearing was conducted in Washington, D.C., on December 27, 1933, in accordance with the provisions of the National Industrial Recovery Act.

GENERAL STATEMENT

My approval of this Code was conditioned on the Definition of the Railway Car Building Industry as contained in the Code being modified as set forth in my Order of Approval dated February 16, 1934. The Code Committee of the American Railway Car Institute, on behalf of the Railway Car Building Industry, have recommended to me that the condition of my said Order of Approval modifying the definition of the Industry as set forth in Article II of the Code of Fair Competition be modified as set forth in the attached Order of Modification. Said definition of the Railway Car Building Industry being acceptable to me I have approved the attached Modification of the Order Approving the Code of Fair Competition for the Railway Car Building Industry.

Respectfully,

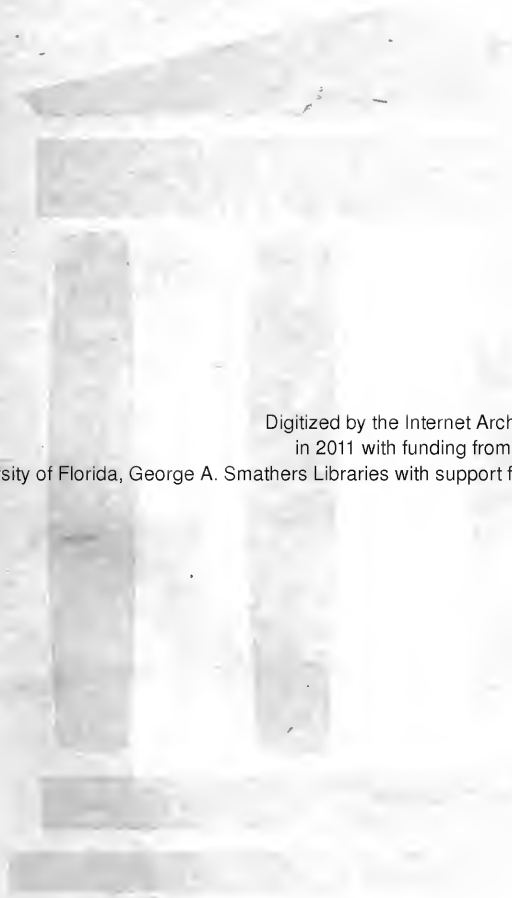
HUGH S. JOHNSON,
Administrator.

APRIL 2, 1934

Approved Code No. 285—Amendment No. 1.
Registry No. 1414-05.

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